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IN 36824

TOR: 16/2152Z JULY 69 WP

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25X1A

1. DURING A RECENT OVERSEAS TRAINING DEPLOYMENT BY [] 25X1A
UTILIZING THE U-2R, AN INCIDENT OCCURRED WHICH RESULTED IN DAMAGE
TO THE ARTICLE. THE INCIDENT OCCURRED WHEN A NON-PROJECT DRIVER
DROVE A FORKLIFT INTO THE RIGHT IN-BOARD AIRLERON. IN VIEW OF THE
FORTHCOMING [] DEPLOYMENT, THE FACTORS WHICH CONTRIBUTED
TO THE ABOVE INCIDENT ARE FORWARDED FOR YOUR INFORMATION:

A. THE INCIDENT OCCURRED AT NIGHT IN UNFAMILIAR
SURROUNDINGS.

B. THERE WERE NO FLOODLIGHTS IN THE AREA. THE ONLY
LIGHTING CAME FROM INSIDE THE HANGAR. THE FORKLIFT HAD NO
LIGHTS.

C. THE FORKLIFT DRIVER WAS NOT FAMILIAR WITH
THE U-2. THE LENGTH OF THE U-2R WING FURTHER
COMPLICATED THIS FACTOR.

D. THE INCIDENT OCCURRED DESPITE NUMEROUS SHOUTED
WARNINGS BY MAINTENANCE MEN AND THE SECURITY GUARD.

E. THERE WAS NO BARRIER OF ANY KIND AROUND THE U-2R.

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25X1A 2. THIS INCIDENT OCCURRED NOT BECAUSE OF FAILURE ON THE PART
25X1A OF A SINGLE INDIVIDUAL OR SECTION BUT BECAUSE OF UNIQUE FACTORS
WHICH IN COMBINATION RESULTED IN LESS RIGID CONTROL OF THE AREA
THAN WAS NECESSARY TO PREVENT AN INCIDENT. IN VIEW OF THE ABOVE,
[] IS REQUESTED TO PLACE SPECIAL EMPHASIS ON CONTROL OF GROUND
25X1A ENVIRONMENT AT []. IT IS FURTHER SUGGESTED THAT YOU TAKE THE
FOLLOWING ACTION:

- A. BRIEF ALL PERSONNEL ON THIS INCIDENT;
- B. EFFECT POSITIVE CONTROL OF VEHICULAR TRAFFIC;
- C. PLACE UNNECESSARY EQUIPMENT AND VEHICLES AT A SAFE
DISTANCE;
- D. CONSIDER THE FEASIBILITY OF ROPE BARRIERS, REFLECTIVE
TAPE AND/OR BATTERY-OPERATED FLASHERS POSITIONED NEAR THE
WING TIPS, TAIL AND NOSE OF THE ARTICLE, AND
- E. RESTRICT ACCESS TO PROJECT PERSONNEL.

END OF MSG

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